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WISDOM IS COMMON SENSE TO AN UNCOMMON DEGREE

THE REA LINEMAN

RURAL ELECTRIFICATION ADMINISTRATION

U.S. DEPARTMENT OF AGRICULTURE

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St. Louis, Mo.

"SOE"

SAFETY AND JOB TRAINING ANSWERS THE CALL

A FOREMAN WRITES

D. N. Beasley, Superintendent of the Deep East Texas Electric Cooperative, Inc., reported a January sleet storm with ice loading up to two and a half inches in diameter, causing serious devastation to their lines. Every mile of line was out of service.

An appeal for help was made to R. S. Broderick, Regional Operations Engineer in St. Louis. Twenty cooperatives responded to the call, sending seventy-five men with trucks and equipment.

Out of the piney woods appeared E. F. Mauert, E. S. Reynolds, and C. L. Pierce, Supervisors for the Texas REA Safety and Job Training Program. Each supervisor was placed in charge of a crew, and from Mr. Beasley's report, these supervisors demonstrated their ability to really put Safety and Job Training into practice.

Before leaving the scene of action, one supervisor stated that in his opinion no better opportunity to make possible the real teaching of Safety and Job Training had ever presented itself. The linemen who worked under these supervisors stated freely that they had received real training.

Eighty men worked three weeks under the hazards of fatigue from long hours and ice covered poles, WITHOUT AN ACCIDENT.

This is the highest tribute that could be paid these linemen and helpers who have studied Safety and Job Training during the past few years.

John Parsons, line foreman of the Paulding-Putnam Electric Cooperative, Inc., Paulding, Ohio, has had 22 years experience in line work and he says he reads every work of "The REA Lineman." During the more than six years he has been with an REA cooperative, Mr. Parsons has never had a lost-time accident among his men. He has four crews to supervise.

FROM A MICHIGAN

CO-OP NEWSLETTER

REA Co-ops in the state of Michigan have set up an enviable record. Not one lost-time accident to any employee during the entire year 1943.

This record was made under the able guidance of Lawrence C. Meyer, safety and job training supervisor with headquarters at Lansing.

Hats off to you "Larry", you're doing a swell job of it.

State Committee Chairman is Harold S. Lees, manager of the Top O' Michigan Rural Electric Cooperative. John Butler, manager of the O & A Rural Electric Cooperative, is secretary-treasurer.

CCPSI

There was a young fellow named Weir,

Who hadn't an atom of fear.

He indulged a desire

To touch a live wire.

(Most any last line will do here!)

STOP, LOOK & THINK!

Published monthly in the interest of Safety
for Employees of REA Systems

David A. Fleming, Editor

THE MEANING OF "ACCIDENT"

Accident: We consult the dictionary and find one most fitting definition—"any non-essential circumstance". Therefore, injury, the result of some "non-essential circumstance," often means long periods of suffering, loss of pay, sometimes permanent injury, and often death. Most Electric shock accidents are the result of some "non-essential circumstance" and in most cases the "non-essential circumstance" was created by the injured.

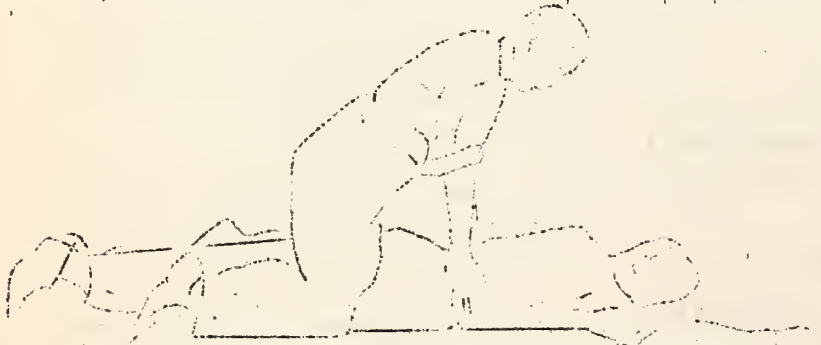
Let us look at the Analysis of Fatal Accidents to REA Systems Employees, 1939 - 1943 inclusive, for some of these cases. Failure to wear rubber gloves on all energized poles; failure to wear rubber gloves on ground when handling wire that can contact hot line; failure to stay below the neutral wire; failure to use protective grounds; the use of improper tools; wrong position on the pole; lack of observation of the hazards connected with the job to be done; dependence on ability to dodge; and, not in any sense the least, failure to de-energize the line before doing the work.

Why not be on our guard against the grief of these "non-essential circumstances"? Plan our work. Make each job a special job and avoid working in a routine manner. Watch out for yourself and the men around you. Obey the recommendations of your safety and job training supervisors. These recommendations are based on REA experience.

FIRST AID - RESUSCITATION

One of the rules of first aid is to send for a doctor or ambulance. If medical attention is summoned by long distance (telephone), the doctor can advise as to the treatment which is best until his arrival. Remember; Get the doctor to the patient and do not move him unless you are absolutely certain it is best to do so.

In electric shock cases, artificial respiration may be necessary to restore normal breathing. The quicker artificial breathing can be rendered, the better. Give an electric shock patient prompt treatment



KEEP IN PRACTICE - PROPER RHYTHM - NOT TOO MUCH PRESSURE

and summon medical aid if someone else is present. Do not leave the patient or transport him to a doctor if he is not breathing. If a doctor cannot be summoned, continue artificial respiration until exhaustion prevents further effort.

The prone pressure method of artificial respiration need not interfere with medical treatment and should be continued so long as the patient remains warm and limp. Do not give up.

REPORT:

Three men were installing a 3-span secondary underbuild. One, a lineman, was on a pole where the secondary was to be dead-ended, waiting to catch the wire off. One man was in the truck used to pull slack. The other, the groundman, was at the foot of the pole, to catch the wire in grips and send it up to the lineman.

The grips slipped as the line was being raised. A second attempt was made. When the wire fell it snagged, and in jerking free on the second pull it flipped up into the primary. The groundman had hold of the wire and was standing in a muddy place; his death was instantaneous. Artificial respiration was of no avail.

DISCUSSION:

The victim was on the ground but once again the BURNS WERE ON THE HANDS. Probably, this fatality would not have occurred had he been wearing rubber gloves.

This groundman's death might have been avoided had the secondary been properly grounded. Maybe injury would have been prevented entirely.

Perhaps the employment of a supervisor whose sole duty was to oversee and direct the job would have prevented this mishap. Some employee doubtless could have been assigned such responsibility or the manager could have been present.

Errors and mistakes are more readily noticeable after a misfortune than before. They are not pointed out primarily to fix blame or responsibility, but to show how accidents can and will happen if safety precautions are not observed.

The state in which this accident occurred does not conduct a Safety and Job Training Program.

(Con't. on Page 3)

AROUND THE STATES WITH SAFETY AND JOB TRAINING

J. E. Wilder, Secretary-Treasurer of the Texas REA Safety and Job Training Committee, reported progress during his early April visit to REA headquarters in St. Louis. Wilder is manager of the Magic Valley Electric Cooperative at Mercedes, Texas.

Oklahoma's geographical division into a few safety groups seems highly successful in stimulating active participation in the safety program. State Supervisor Joe B. Billingsley recently organized a group first-aid class for mobile unit.

Iowa's Safety and Job Training Program was somewhat hindered by weather disrupting Supervisor Ehler's schedule. Both C. V. Courtney, manager of the T.I.P. Rural Electric Cooperative at Brooklyn, and A.R. Hagerstrand, manager of the Cherokee County Rural Electric Cooperative at Cherokee, commented favorably upon the program when they separately visited REA headquarters.

Wisconsin's state safety supervisor, H. C. Potthast, may not be present to conduct the training course as mentioned last month. Potthast has passed the selective service pre-induction physical examination and is earmarked for the Navy.

Michigan is setting a splendid example by completing another month without a lost-time accident under state supervisor L. C. Meyer.

Ohio has not yet selected a state safety supervisor to replace Dean Horwood whose induction is imminent.

Kentucky's safety supervisor, L. A. Ehmsen, in discussion of a recent electric shock accident, says: "YOU HELP MAKE THE SAFETY RULES--WHY NOT FOLLOW THEM."

Alabama's Safety and Job Training Advisory Committee held a meeting March 24, attended by Safety Instructor W. L. DeVaughan and REA Safety Representative A. B. Shehee, at which a ten-objective plan of action was adopted. DeVaughan supervised a crew of borrowed linemen in assisting to restore service on the South Alabama Electric Cooperative lines after extensive storm damage and outage. Manager Gilmore spoke highly of DeVaughan's services.

Mississippi's Safety Instructor, E. H. Stovall, was forced to take a sixty-day lay-off by WMC regulations before starting his duties with the Safety and Job Training Program. The Director of Vocational Education at State College, who has been working with Stovall, informed Committee Chairman R. E. Boyd that Stovall shows remarkable aptitude and is making considerable progress.

Tennessee's Safety Supervisor, C. G. Alexander, was accompanied by REA Safety Representative A. B. Shehee on a round of duty during March. The program was well received and is progressing nicely.

Illinois and Louisiana are still seeking qualified applicants to fill vacant positions of supervisors or instructors in the respective Safety and Job Training programs.

North Carolina's selection for supervisor, C. H. Lackey, may not report for duty as soon as expected, because of WMC regulations. It is hoped the matter can be adjusted soon.

Virginia's Safety Instructor, O. L. Heath, has reported for duty and the program is presumed to be under way.

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To persons interested in Safety and Job Training programs, ideas can be exchanged through this column. Why don't you grasp this opportunity NOW?

ACCIDENT FREQUENCY ON REA SYSTEMS - 3RD MONTH

1944

(Disabling injuries per 10,000
Miles of Energized Lines)

Region	This Year	Last Year
I	1.1*	0.3
II	0.6*	0.3
III	0.6	0.4
IV	0.4	0.4
V	0.7	0.0
VI	1.8	0.0
VII	0.4	1.1
VIII	0.7*	0.5
IX	1.3	0.0
X	0.7	0.3
U.S.	0.8	0.4

* One Fatality

THE BURNS WERE ON THE HANDS

Discussion Case - (Cont.)

ACTION:

Plan your work and work your plan. Work from a position whereby contact cannot be made with an energized circuit. If such procedure is impossible, wear rubber gloves for protection against inadvertent contact; each employee who does line work should be issued rubber gloves for his individual use and his use alone. When working "dead" lines or equipment, install protective ground or grounds so that whatever is handled does not become energized. Help organize and conduct a Safety and Job Training program to assist with your accident prevention problems.

Study the accident reports from similar industry. Analyze your procedures and tools and equipment and plan the best possible way to do your job.

Do it the safe way.

ANALYSIS OF ACCIDENT CAUSE

knowledge of how and why accidents occur is necessary to devise intelligently accident-prevention measures. When the principal causes of accidents are known, preventive effort can be planned to eliminate effectively such causes and thereby avoid the probable resultant accident.

The following questions may be helpful in determining the cause of an accident through careful study of all circumstances surrounding the accident. Try it at your next safety meeting on a real or imaginary accident case; search your memory for a tough case—perhaps an electric shock type. It might prevent occurrence of a similar accident.

ANALYSIS OF CAUSE:

CASE:

1. Was class of work beyond physical or mental ability of injured? _____
2. Were improper tools or devices used? _____
3. Was accident due to lack of proper instructions? _____
4. Was method pursued suitable for work? _____
5. Were protective devices used? _____
6. Were rules or instructions observed? _____
7. Were protective devices provided? _____
8. Was accident due to lack of proper inspection and maintenance? _____
9. Was accident caused by defective tools, materials or devices? _____
10. Was accident due to acts of other persons? _____
11. Was accident due to injured doing work in a mechanical manner? _____
12. Was accident due to haste? _____
13. Was accident due to physical condition of injured? _____
14. Was accident due to poor judgment? _____
15. Was accident due to willfulness? _____
16. Was accident due to conditions beyond control, such as elements? _____
17. To what primary cause shown in analysis do you charge this accident? _____

(Answer by number)